Chapter 16 Communications 2006 Changes

Chapter/Page 16-1; Line 23-27; Release January 2006

- ? New digital radios used in fire operations are tested by the National Wireless Technology Support Unit (NWTSU) for fire approval. The testing is conducted to verify that the radios will withstand the rugged work environments specific to fire and that the radios have operational features and programmability options to meet fires needs.
- BLM Currently the Thales Racal P25 Handheld, the EF Johnson 5100
 P25 Handheld, and the Relm/Bendix King DPHX Handheld have been
 approved for fire use by the BLM. Approved radios have software version
 requirements and hardware upgrades that must be completed prior to use
 on fire assignments.
- BLM Testing of additional radios by the manufacturers is in progress.

Chapter/Page 16-2; Line 3-5; Release January 2005

 ? BLM - If there is an accident or event that requires an investigation from the state or national office, the recording covering that time period will be included in the investigation file.

Chapter/Page 16-2; Line 34-37; Release January 2006

 Radios being used in wildland firefighting operations must be able to function in both wideband (25.0 Khz) mode and narrowband (12.5 Khz) mode. Remove radios from the system that cannot be programmed to operate in the narrowband mode.

Chapter/Page 16-3; Line 21-31; Release January 2006 Pre-assigned National Frequencies

National Air Guard - 168.625 MHz - A National Interagency Air Guard frequency for government aircraft? assigned to incidents. It is will be used in for emergency aviation communications. ? Continuous monitoring of this frequency in narrowband mode is mandatory by agency dispatch centers. A separate aircraft priority receiver is required to permit continuous monitoring. Transmitters on this frequency? must should be equipped with an encoder on 110.9 Hz. 168.625 is restricted to the following use:

- Air-to-air emergency contact and coordination.
- Ground-to-air emergency contact.
- Initial call, recall, and re-direction of aircraft when no other contact frequency is available.

Release Date: January 2006 2006 Changes 16-1